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LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909. [29]

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The Daily Press.

HONGKONG, OCTOBER 18TH 1909.

It may seem strange that a people so usually astute and practical as the Americans using the term for the nonce as applying to the inhabitants of the United States, should allow themselves to be dominated by the fetish of "Balance of Trade" into supposing that a state of national prosperity was denoted by the published value of exports always being in excess of that of imports. Of course, the erection and worship of these fetishes of exploded beliefs is not confined to the American people, for we have witnessed exactly the same phenomenon in the worship by the average Englishman of the idol which he falsely calls "Free Trade," but which on closer investigation turns out to be an aggravated form of Protection, clad, indeed, in the cast-off garments of the original, but on removing these found to be pure and unmitigated Protection—all the worse that it is protection of the foreign against British industries. President Taft is new in office, and, like the new broom, desirous of eradicating the strenuous life of his predecessor would make a clean sweep of all the abuses that he can help seeing about him. Whether he will have been always successful in his well-intended ambitions cannot be clearly seen till the time arrives that, like all American Presidents, he has to retire from office and again take up the rôle of a private citizen. At the moment his aim, a worthy one be it noted, is to revive the foreign commerce of America, which he holds is labouring under some mysterious

disease, and at all events is by no means in the wholesome condition befitting so powerful and wealthy a nation as that of the United States. The object is a great one, and as such should be undertaken with due deliberation, and only with a profound knowledge of the disabilities to be amended. The wisest man who ever vaulted into the presidential chair may acknowledge that the position gives him opportunities for learning the conditions of affairs such as prior to his installation at White House he had not dreamt of; and it may be doubted if President Taft has taken due advantage of this, and has not been to feverishly anxious for change on preconceived lines.

This failing has been more especially conspicuous in his treatment of affairs connected with what, even in America, is familiarly known as the Far East. The latter part of Mr. Roosevelt's administration saw most of the diplomatic and consular offices in the Far East occupied by men of mark in their respective lines, who in many cases had had experience of the localities in which they served, and knew the men amongst whom they had to serve. Constitutionally it has been the practice in the States on the accession of a new President to make a clean sweep of the higher diplomatic offices, and the practice may have much to recommend it. On President Taft's accession to office it was right and proper that these changes should have occurred; but Mr. Taft, not content with this, in a short time succeeded in transferring every single officer whom he found occupying any position in China. It was not that there was anything to be found fault with, nor that any injustice to individuals was intended. It was simply a transfer of locality. The apparently unintended result was that the tradition of office was lost within the first three months, and the new men found not only that they had to learn from the beginning everything appertaining to their new position, but that no one was left who could enlighten them as to the past. A wiser ruler would naturally have left a sufficient number of experienced officials to be able to initiate the new-comers; unless, indeed, it had been a case of wrong-doing all round, and it was advisable to clean out an Augean stable, which was not pretended. The climax was reached when Mr. Taft came to the conclusion that all his predecessors, and all the American merchants who ever had dealings with China—many of them men of whom any nation might be proud—had utterly mistaken their rôle in the Celestial Empire; and that what China wanted was to be "hustled." Full of this preconceived idea he sought about amongst bankers and merchants who had distinguished themselves by successfully pushing themselves into notoriety in the financial world; but most of those to whom the appointment was offered excused themselves from accepting a position which did now appear likely to be financially successful.

At last it was accepted by Mr. CRANE, who, with no disparagement to his personal character, may be described as a typical hustler, just such a one in fact as must have seemed to Mr. Taft the beau-ideal that met all his desires. Mr. CRANE is not, however, to come amongst us, nor had he given any clue as to what his policy was likely to turn out, so that we cannot be accused of any personal bias, one way or the other. As, however, we said at the beginning of our article, the new President is not satisfied with the course that American commerce has taken; it does not advance with those leaps and bounds regarding which the free-traders of old were wont to burst out into eloquence. On the contrary, it has a provoking tendency to stand still, if not actually to regress; and Mr. Taft has his own ideas as to the cause, which he attributes to the absence of "hustle" amongst the present generation of American merchants. The CUNNINGHAMS, the HEADS, and the WETBONES of the old days not only made themselves respected as men in the Far East, but they succeeded in building up a great trade, very much to the benefit of the United States at large. How is it that their descendants of the present day are to all appearance letting their great inheritance slide? Mr. Taft is plainly of the opinion that the race has degenerated, and that the only thing to save them is to adopt the up-to-date American system of self-advertisement. China is a progressive nation, and the methods that were successful with the pioneers are evidently out of touch with a China demanding constitutional government, improved locomotion, and a brand-new navy. Mr. CRANE, the apostle of valves, was regarded as just the person to play on it the new vivifying stream of hustle, and amongst other things, for the advantage doubtless of the United States, shame it into the adoption of the gold standard, which all respectable nations (with its solitary exception) have now adopted. This, of course, Mr. Taft sees

correctly, would enable China to take a vastly increased amount of American goods. Now this, as may be said of all heresies, whether of religion or statecraft, contains a vast amount, perhaps the greater part, of truth. Nearly all heresies, says an able writer, have arisen from over-valuation of a single aspect of the facts to be explained, and this is especially true of the heresy beloved of all pious Americans of the "Balance of Trade." Seen from an orthodox point of view profitable trade must always have an, apparently, adverse balance: the "balance," only imaginary indeed, really represents the profits of the trade; for otherwise—and this is perfectly in accord with logic—there would be no profit left for either exporter or importer. This is the great financial truth that really lies at the bottom of the decline of the foreign commerce of the States. Of its very nature international trade must be mutual, and the nation that seeks deliberately to shut out imports from abroad must by the very necessity of the case raise the exchange against itself to such a degree as to practically arrest the entire flux of commerce. This is practically what the United States in their mistaken policy of Protection run wild have been doing for the commerce of the world. The question is not one of Protection in the abstract, nor yet of Free Trade; both may have their peculiar fields where they advantage the country adopting them. But both when misapplied may be found to do irreparable damage to the country that makes a fetish of either. We spoke last week of the injury done to Great Britain by the ignorant worship of a false Free Trade, so we may be accepted as impartial when we discuss the similar damage done to the United States by the equally senseless worship of the demon of Protection, when raised to the level of a cult.

We have more especially spoken of China in this connection, but China is not the only country that teaches the same lesson. Mr. Taft finds that the American trade with the South American people shows precisely similar signs, and his proposed panacea is to largely subsidise a line of lines of steamboats to carry American goods to the River Plate. As GLENDOWER's scheme of calling spirits from the vasty deep was met by HORROR's rejoinder:—"But will they come when you call them?" We may well ask Mr. Taft:—"Will his American goods go on board when his steamers are ready to receive them?" It seems far more likely, if the subsidy be large enough to afford cheap freights, that the holds will be found full, not of American, but of English and German goods. The reason does not require the wisdom of a Solon or a Solomon to unfold. England and Germany take enormous quantities of South American produce, and the goods are in payment for this. The United States, which take no man's produce willingly, find the foreigner has given nothing that requires payment. She has blocked, in fact, the outlet for her own commerce; and this, and not any dislike to her goods, is the sole reason why he refuses to deal with the American merchant, hustle he never so charmingly.

The English Mail of the 13th September was delivered in London on the 15th inst.

His Honour Mr. H. H. J. Gompertz has been appointed acting Chief Justice during the absence on leave of His Honour Sir Francis Pigott, or until further notice.

Householders are warned against throwing or exposing rubbish in the streets so as to cause a nuisance. The warning is set forth in our advertising columns.

His Excellency the Governor has promoted second lieutenants L. C. Rees, W. Russell and J. I. Andrew to rank as lieutenants in the Hongkong Volunteer Corps.

At the Magistrate's Court on Saturday two partners of the Lun Yik firm were charged with defrauding creditors after filing a petition in bankruptcy by selling goods which were convertible assets. The hearing was adjourned.

The King's exequiary empowering Mr. T. Funatsu to act as Consul for Japan at Hongkong, and Mr. C. Frémont to be Consul-General for Chile at Calcutta, with consular jurisdiction also over the British Colonies in Asia, have received His Majesty's signature.

Warships in the harbour were decorated on Saturday in honour of the anniversary of the birthday of Dona Maria Pia, the grandmother of the present King of Portugal. The Portuguese community celebrated the occasion with a dance at the Club Lusitano while at Monaco an official dinner was given in Government House and the public buildings were illuminated.

The criminal sessions open today before Mr. Justice Gompertz. The calendar includes the following cases:—Li Ng, murder and wounding with intent; Ip Sang, Li Yau, Chan Wan, armed robbery; Young Wong Kwai, robbery; Tsak Shanminsky, carnally knowing a little girl of eight years of age; Tam Pak alias Tam Shan Man, forgery; Chau Yu, Li Kwong, Pang Hing, Ko Pin, Ling Sang assault and murder; Ko Fun, Lai Lok, receiving stolen goods, to wit, shark fins.

Hospital Sunday was observed yesterday in the local churches. The Bishop of Victoria preached at St. Andrews, Kowloon, in the morning.

Mr. de Margerie, French Minister to Peking, paid a visit to H.E. the Governor of Macao and was received by a large guard of honour and the Military band.

On Saturday evening a fire occurred in a few matchboxes at Wai Kung where the new forts are being constructed. They matchboxes belonged to the contractor. The were mostly destroyed but no loss of life occurred.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 20 of 1909, entitled—An Ordinance to amend the Companies (Local Registers) Ordinance, 1907.

With the approval of the Secretary of State for the Colonies, H.E. the Governor has been pleased to appoint Dr. H. Macfarlane to be Government Bacteriologist. We understand also that the Secretary of State has approved of the appointment of Dr. J. W. Hartley as a permanent member of the Government Medical Staff.

A Chinaman either fell or jumped overboard from the steamer *Sui Tai* on Saturday afternoon just after the vessel had passed Green Island. The young man was observed by an American missionary to rise to the surface and commence to swim. The alarm of "man overboard" was given, the ship turned round, and a life-boat manned and slung out in readiness to enter the water on the man being seen again. By this time nothing could be seen of him, and the ship after a delay of a quarter of an hour or twenty minutes proceeded on her voyage.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

October 14.

FINANCIAL MATTERS.

It would appear that money is urgently wanted by the Peking Government, as several despatches have been received by the Viceroy on this subject lately. The latest states that the ordinary remittances from the provinces must be sent to the Capital without delay, and the Viceroy has given the Provincial Treasurer orders accordingly.

Another despatch states that the statements of income and expenditure for the past two years are to be made out in detail and submitted to Peking immediately.

CHEAP RICE.

As an act of devotion to the memory of Confucius certain shops have been selling rice at the rate of 5 catties more per dollar than the usual price. Only one dollar's worth at a time is allowed to be purchased, but many persons have taken advantage of this offer as the price of rice has risen very high lately.

PETITION FROM A LADY STUDENT.

A lady named Miss Kong Lau, who has received her education in America, has now petitioned the Government to defray her educational expenses, as was done in the case of Miss Ho Sheng Ying. She also prays to be recognised as a government student. The Viceroy says that he is unable to make any definite promise in the matter until he has asked the opinion of the Chinese Minister in America, and he has therefore communicated with that officer on the subject.

BRIGANDAGE IN KWONGSAL.

A petition numerous signed has reached the authorities from Mo' Soon in the Kwongsal Province. The petition states that such is the activity of bandits in the district and so inadequate are the forces to cope with them that neither life nor property is safe and the people are in a state of great alarm. The petition prays for military help to clear the district, and the Viceroy has given instructions to the Provincial Judge and certain other officials to make enquiry into the real state of affairs. Meanwhile a detachment of troops is to be sent to the district.

ROWING.

THE ROYAL HONGKONG YACHT CLUB. The club race for pair oars took place on Saturday afternoon, the course being from the Belle View Hotel to the Club House, half a mile. Results:

FIRST HEAT.

Bow, S. P. Warbrook	11
Stroke, A. B. Pollock	11.4
Cox, W. McCulloch	9.6
Bow, E. Gaster	10.0
Stroke, E. W. Carpenter	12.0
Cox, R. H. Beasley	10.4
Bow, E. J. Gill	10.5
Stroke, H. L. O. Garrett	11.0
Cox, C. Swain	

Pollock led from the start and won by about three lengths.

SECOND HEAT.

Bow, T. H. G. Brayfield	11.7
Stroke, W. North	11.7
Cox, A. M. Marshall	9.2
Bow, K. S. Worricson	10.10
Stroke, Capt. E. Barker	10.12
Cox, G. A. Caldwell	8.7

Barker obtained a good lead, but North gradually gained on him and won by about three quarters of a length.

The final will be received on Friday.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zaffra* left Manila on the 15th inst. and is due here to-day at daylight. The P. & O. str. *Namer* left Singapore for this port on the 15th inst. at 3 p.m., and is due here on the 21st inst. at about 5 a.m. The D. & G. str. *Merceder* left Calcutta on the 16th inst. for Kobe, Moji, Hongkong and Manila. The Bank Line str. *Kumeric* left Yokohama on the 16th inst. for Kobe, Moji, Hongkong and Manila.

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TELEGRAMS.

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REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

DOVER NAVAL HARBOUR OPENED.

LONDON, October 16th.

H. R. H. the Prince of Wales has opened the naval harbour at Dover with great ceremony. The new harbour accommodates Dreadnoughts at all states of the tide.

PROPOSED NEW CHINESE RAILWAY.

BRITISH AND AMERICAN CAPITAL INTERESTED.

JAPAN PREPARED TO MAINTAIN HER TREATY RIGHTS.

LONDON, October 16th.

Reuter's correspondent at Washington telegraphs that it is stated that a group of British and American capitalists are completing arrangements with China for the construction of a railway from Chin-chow-fu to Tsitsihar. It is understood that Japan has notified China that while she does not intend to oppose China's action she will maintain her rights under the recent Sino-Japanese treaty.

GREEK POLITICAL CRISIS.

LONDON, October 16th.

A message states that the Premier announced in the Chamber the desire of the Royal Princes that the Army Reform Bill concerning them should be adopted. It is reported that the Royal Princes have resigned their commissions.

DR. COOK HONOURED.

LONDON, October 16th.

The New York Corporation has conferred the freedom of the city on Dr. Cook as the first to reach the North Pole.

ROYAL FEARS.

LONDON, October 17th.

The place and date of the Tsar's forthcoming meeting with King Emmanuel of Italy are kept a profound secret, as the demonstrations against the execution of the anarchist Ferrer have reawakened hostility in Italy against the Tsar. It is believed that they are even being prolonged for that purpose.

AMERICA AND MEXICO.

LONDON, October 17th.

President Taft met President Diaz at El Paso. The interview took place within closed doors and the remarkable display of American and Mexican troops was due to a fear of an Anarchist demonstration.

MARCONI GRAMS.

Mr. D. W. Craddock, the Hongkong agent of the C.P.E., informs us that he is in receipt of a telegram on Saturday from the Yokohama agency advising him of a Marconigram that has just reached there from the R. M. S. *Empress of China*, which left Vancouver on the 9th inst. The vessel was 1,525 miles off at 9.30 p.m. on the 15th, and she expects to arrive at Yokohama on the 20th, in the forenoon. This will doubtless be of interest to those expecting friends by the steamer mentioned.

TYPHOON INFORMATION.

Yesterday we received from the American Consulate General the following information as to typhoon movements:—Manila Observatory, 8.30 a.m.; received Hongkong 9.40: typhoon north-east Manila moving W.N.W. Manila Observatory 6 p.m.; received Hongkong 7.15: typhoon crossing Northern Luzon, moving W.N.W. The notice issued by the local Observatory at eight o'clock last night stated that the typhoon was expected to enter the China Sea last night.

RANDOM REFLECTIONS.

And Mr. Justice Gompertz is promoted to the office of Acting Chief Justice. If he earns as many good opinions in the more exalted office as he has done in the short time that he has been Prime Judge, no one who knows him will be surprised. But who is to act in the position which he vacates for a time?

The regrettable incident in the career of the chief accountant of the Kowloon-Canton Railway, which has been generally known as "the railway sensation," has ended in sentence of two years being passed on Mr. Bailor-Wright. It is particularly regrettable from all points, not the least being the blow which it deals to the good name of Britain in the East.

Now that the more vigorous games have commenced for the season, isn't it time that the Colonial Authority had made their allocation of the grounds for sporting purposes at Causeway Bay? The junior clubs are anxious to know their fate in the matter.

Man plays many parts in his time, but who ever thought of seeing the Colonial Secretary riding a circus pony?

It looks as if the Gymbkhana officials recognised they were at the end of the season when they sought to stimulate jaded appetites by introducing "fool pigdin" events. It was too funny to see the ladies trying to knock down a doll with a number of sticks, and anyone who saw the exhibition will be confirmed in his old belief that a woman cannot throw straight. I heard that it was a prize-winner was favoured in that a rival knocked down the doll she was not aiming at. I don't believe it myself, but I give the yarn for what it is worth.

Mr. Duxbury deserves to be complimented for his pluck in mounting the elephant which was entered for the last race at the Gymbkhana on Saturday. The animal may have been docile, but it was disquieting to have the trunk flourishing round, and the rider might well have been forgiven if he had hesitated to get on its back. When he did reach its back he found the seat behind the elephant's ears anything but comfortable and it is certain he would not enjoy his ride as the animal took him to the starting place. Still, he deserves well for having provided us with a novel spectacle.

I forgot last week to mention a remarkable coincidence which took place a few days before. In honour of the naval wedding which was celebrated recently lights in the shape of two Chinese shone from the *Tamar*, but when they were taken down their place was occupied by the three green lights which indicate a storm a certain distance away. I am certain it was not prophetic, though, as I have said, the coincidence was remarkable.

The usurer has excited scorn from time immemorial. The Bible condemns him, Shakespeare holds him up to ridicule, and the populace always despise him where they do not fear him. In Hongkong he is unfortunately too well known, but seldom do we hear of such a tale of extortion on the one hand, and simplicity on the other as was told in the Supreme Court the other day where a man who had borrowed \$100 from one of these Skylocks found, after paying \$270 in interest that he still owed \$250. Happily for the borrower, he was taken to court. Otherwise he might have continued his payments without getting out of the terrible entanglement in which he had placed himself. It seems unfortunate that the law should assist such unscrupulous moneylenders.

A paragraph appeared in the Press the other day relating the collapse of a "prehistoric dispatch box," as it was termed, during practice for the Fire Brigade review to be shortly held before His Excellency the Governor. The incident was regarded as unfortunate, but what would those concerned have felt like had it happened during the review itself? Yet methinks it might have been well if it had, because then the Governor would have seen for himself how much was needed to bring the Brigade up to date.

When the subject of warning householders as to the disposal of refuse was under discussion at the Sanitary Board one member remarked that the rubbish should be taken away from the doors of householders because entertainers would not like their guests to drop into them. From what I know of Hongkong there is more likelihood of that happening after dinner.

At a fête held in an English town a prize was offered for the most miserable looking bachelor. It suggests ideas for Hongkong. The period of the annual exodus is not far off and if the Horticultural Society or some fancy fair promoters were to offer a prize for the most disconsolate, grass-widower it might attract the curious. It would be interesting to see how well the men could disguise their feelings.

RODERICK RANDOM.

MASONIC.

A Regular Convocation of the Naval and Military R. A. Chapter, No. 302 S.C., Hongkong, the following Companions were elected officers for the ensuing year. Most Excellent Companions A.O.D.: Gordin and R. B. Bridges, carrying out the installation ceremony.

M. E. Z.	M. E. C. J. Hutchison
M. E. H.	C. D. Arnold
M. E. J.	W. A. Johnson
Scrubber	J. J. Blake
Scrubber	A. W. Hill
Treasurer	H. Hawley
Prime Soj.	E. C. G. W. Coyah
Sen. Soj.	T. West
Jun. Soj.	A. N. Neilson
Chancellor	G. B. Lindblom
Janitor	J. Vanstone

THE BUTLER WRIGHT TRIAL.

FOURTH DAY'S HEARING.

ACCUSED SENTENCED TO TWO YEARS' IMPRISONMENT.

The trial of Mr. W. Butler Wright on charges of fraudulently misappropriating railway funds concluded before Mr. Justice Lindsay Smith in the Supreme Court of China and Korea held at Canton on Saturday.

The jurors were—J. C. H. L. Smith, R. T. Matheson, W. H. Hill, H. Dent, and C. H. Reid.

Mr. Hiram P. Wilkinson, Crown Advocate, of Shanghai, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the prosecution, and Mr. J. C. E. Douglas represented the defendant.

Before the Crown Advocate addressed the jury the Foreman (Mr. Dent) said the jurors thought the defendant should have an opportunity of examining the accounts which he said had been placed to the \$9,000 in the "A-07" account.

His Lordship informed the jurors that for a fortnight the defendant had had an opportunity of consulting his account book. If he could examine the account, he had had every opportunity to do it.

Mr. Douglas—It would be a tremendous labour to find these amounts.

His Lordship—I take it if he meant to do it he would have done so. I think the jury think he has not had the opportunity. If it was possible for him to do it he has had the opportunity.

The Foreman—I thought he had not had an opportunity.

His Lordship—He has.

The Crown Advocate, in addressing the Court and jury, said that before proceeding to sum up he wished to refer to a gentleman who had been referred to, but who had not been in Court.

There was an unfortunate reference to a district engineer, who was alleged to be going to keep exchange. The speaker wished to say that he looked into the accounts with the assistance of the accountant, and found there was no foundation for this statement.

There was a profit on exchange placed in the accounts. The accused was indicted under a certain statute that he, having by himself or jointly with others, the care of certain monies, converted them to his own use. It had been proved that Mr. Butler Wright was not only entrusted with property, but was in charge of it, and he himself admitted that he made certain use of the three particular sums mentioned in the indictment. The prisoner seemed to have taken a very peculiar view of his position, and that had to be taken into consideration, because it threw a light on his subsequent actions. He read the trust agreement in a very peculiar way, and considered it was his duty to supplement that by saying that the Hongkong and Shanghai Bank did something wrong in not sending out \$5,000,000 at the T/T rate of the day. The prisoner also said that by clause 4 of his own agreement he could absent himself at any time. There was a peculiar idea in Mr. Butler Wright's mind of his position and of his duties. The prisoner also told the jurors that the accounts opened in the International Bank was a matter entirely off his own bat. The first point the Crown Advocate wished the jurors to remember was that the money in the International Bank was earmarked as railway money. The construction account in the Hongkong and Shanghai Bank fed the Hongkong currency account in the International Bank at Canton, and the local currency account was fed with certain irregularities by the Hongkong currency account. Mr. Wright said the whole of the accounts in the International Bank were the same as his private account. It was an impossible position for anyone to say that he had the right to mix the money of his employers with his own. Even if he was prepared to take a tremendous risk in dealing with large lumps of railway money, it was all the more necessary for him, a man who had dealt with accounts for thirty years, to see that he kept those accounts in such a way that they could not possibly be mixed up with his own private account or the accounts of any other persons. If the accused was content to say that he alone was responsible for the half-yearly balances, he should have been most careful that the International Bank was not led into error through his having the accounts in a somewhat similar name. If a man chose to deal with the money of others in a way in which he exposed himself to extra risk and in which he took the responsibility, then he was all the more liable for failure in his trust. But the accused had shown by his actions that he did not think so. The defence was that he thought he had a perfect right to draw these three cheques for his own private and immediate convenience, on the bank on any account he liked. If Mr. Butler Wright honestly thought he could on September 14th and December 30th, 1908, and on February 1st, 1909, draw a cheque for his own private purposes, or to oblige a friend or let out at interest, he would not have taken the trouble which he did, and which had been proved by the bank books, to first draw the money out of the railway accounts, then put it in his own private account, and then draw it out of that and use it. Dealing with the amount which was stated the accused was supposed to have tried to pay back, the Crown Advocate said the proper way to have dealt with that would have been to put it in as one clear earmarked transaction; to pay it back in one lump to the Hongkong currency account in the International Bank. Instead of that was found an extremely complicated transaction of \$4,000 taken out of one account and put into another, and \$9,000 brought in from somewhere or other in cash, and then the whole amount not squared up. This attempt

to pay back was made because Mr. Grove was worrying the accused to know how the account stood as between the Hongkong construction account and the amount expended in Canton in construction of the railway. The prisoner did nothing that Mr. Grove wanted. Instead of getting out the account in a simple and business-like way he, by a complicated system of raising \$9,000, and juggling backwards and forwards with \$4,000, managed to remit back through the mercantile agents of the Hongkong and Shanghai Bank the sum of \$22,948 into the Hongkong construction account. As regarded the amount lent on silk, the prisoner converted the money to his own use by drawing out of the Hongkong construction account and by leading \$10,000 to a Chinaman. What he ought to have done when it was repaid was to pay the money back into the account from which it was drawn. When the money was returned to him he must have known that he had advanced it out of railway funds, and if he was trying to conduct the railway accounts honestly, he would have put it back where he got it instead of taking the money a second time. The question as to how far from normal Mr. Wright's ideas of finance might be would be a matter on which his Lordship would direct. A man of his experience and ingenuity, and held enough to refuse to carry out accounts as two other large railways in China carried them out, and to appoint his own system, must have known what he was doing. He took his risk, and preferred to keep his accounts in a way in which his junior refused to take them over. The speaker suggested to the jury that they would require a very good reason to find that these transactions were innocent. If a man took money entrusted to him, meaning at some time or other to pay it back, that was larceny.

Regarding all the questions of exchange, the Crown had a right to bring in evidence to show that the three specific charges preferred against Mr. Butler Wright were not an accident. In the lower court there was a charge with reference to exchange, but he found this unnecessary, as the three present charges were quite sufficient. The jurors had heard how the accused knew that exchange was rather a difficult question, and addressed certain instructions to the district engineers. They had also heard how he started the "A-07" account, and how he gave it up, and the speaker thought defendant's reasons for giving it up would not satisfy the jury. They heard of nothing that had been substituted for the account mentioned. The position Mr. Wright took up was that if he had not been arrested, if all his property had been sold, if he had been asked to come back he could have repaid the railway more than any of the sums in the indictment. That was a new and startling defence, and that was his defence he should never have gone away from the Shummen unless he was taken away on a stretcher. There was a difficulty in meeting a defence of that sort. As a matter of law, if the chief accountant of the railway took interest and used it for six months, then the Crown Advocate submitted, the jury must find him guilty of conversion of railway money. The defendant was not only in a position of trust, where he was representing the honesty of Great Britain, but he was representing the honesty of Englishmen in China, and he dealt with these accounts in the way he did. It was for the jury to say whether the defendant was guilty or not; whether he acted innocently or criminally. The speaker did not see how the jury could say that the accused had an honest excuse such as an excuse as left an honest doubt in their minds as to whether he used the money or not. If they could agree that the defendant was not responsible for his actions, then it was a case for dismissal.

Mr. Douglas, in addressing the jury on behalf of the defendant, after referring to the very tedious time he had had, said he would like first of all to deal with certain facts which had cropped into the case. It was natural in a matter of so much importance as a charge being laid against the accountant of the Canton-Kowloon Railway that that charge should create a good deal of excitement, stir, and commotion. It was not altogether as natural, however, nor quite so necessary, that the rumours which were going about should creep into print, and by virtue of the written word receive sanction they were not yet entitled to. It was in consequence of that having happened that an application was made to change the venue of the trial to Shanghai. But the fact that such an application was made did not cast any reflection on anybody, and if there was a feeling in the minds of any of the jurors that it did cast a reflection, that feeling should be entirely removed by the very high compliment which the Chief Justice of Shanghai conferred on the community when he refused the application on the opinion given by the Consul-General at Canton that fifteen men could be obtained to give an impartial verdict. That was a very high compliment to the community, and one the community thoroughly deserved. He felt sure that the jurors would listen with absolute impartiality to what he had to say, and that the accused at that time would have a perfectly square deal. He wished the jury to understand that the prisoner was not being arraigned for not keeping a proper system of accounts; he was not being arraigned for making errors in keeping those accounts; he was not, in fact, being arraigned for transferring certain sums of money from the account of William Butler Wright, chief accountant, to the account of William Butler Wright. The charge against him was a charge of larceny; that was, of taking a sum of money, the property of the Chinese Government, and converting it to his own use so as to permanently deprive the Chinese Government of the benefit of that sum of money.

His Lordship—This man is not arraigned for larceny, but for fraudulent conversion of property.

Mr. Douglas—That is an offence which is called larceny, and is read with a certain section of the Larceny Act.

His Lordship—There are many offences called larceny.

Mr. Douglas—What I mean to say is that in this case there must be a criminal intent to convert the money to his own use.

Proceeding, Counsel said the charges against the accused were of stealing a sum of \$22,000, made up of amounts of \$5,000, \$13,000 and \$4,000. It was difficult, he thought the jurors would agree, for a man standing on a criminal charge upon a complicated matter of accounts, to go into the box practically without assistance, and to give them a clear and concise lecture for an hour and a half on complicated facts. They knew that funds under the railway agreement must be kept in the Hongkong and Shanghai Bank, and the defendant said that any accounts kept outside of that bank caused, strictly speaking, a breach of the railway agreement, and were not railway accounts at all. Accused told them it was his duty to organise the accounts, and the first difficulty he had to contend with was the fact that he required a very large cash balance from time to time. It was to deal with this that he, on his own initiative, opened the three accounts in the International Bank, and in doing this he took a certain amount of risk and responsibility because he was acting outside the agreement. In the event of the bank failing, or anything of that sort, he would have had to make good. He thought there would be some difficulty to the jurors in appreciating the point Mr. Wright tried to make. The accused's actual way of looking at things was that once the money had passed out of the construction account into his hands, it became cash in the hands of Mr. Butler Wright. The prisoner had explained the system by which he kept his accounts, and Counsel submitted that it was not understood at all, and was certainly discarded by the auditors in their investigations. The accused's story was that he was himself in receipt of large sums of private cash, and a man in the habit of handling large amounts might become a little bit incautious in the way in which he kept the cash in his office absolutely distinct. His patient medicine brought him in an income, and for the sale of a third share he realised \$8,500. The defendant had also told the jury that he received as much as \$10,000 in connection with work he did on behalf of a syndicate for negotiations for a loan for China. Sums of \$13,000 and \$4,000 were drawn out of the account of William Butler Wright, chief accountant, and Counsel submitted that the jury were entitled to ask for explanations as to how those sums had been paid back. Defendant's story was only really checkable by the balance, and his case was that he had made payments for and on behalf of the railway out of his own private cash, and there were vouchers which set off the money which he took into his own hands. This method he had been going on for some considerable time, the amounts would be amalgamated by a lot of small payments in cash, and it would be very difficult indeed to trace through the vouchers of the railway. The amount of Mr. Power's passage money was a railway charge. The defendant paid it out of his own cash, but it came in on the debit side as an expense of the railway. A most peculiar feature of this case was that the Crown Advocate looked upon the payment back of a sum of money as a much more suspicious action than the taking of a sum. In the June quarter Mr. Wright decided to close the International Bank accounts entirely, and the closing of those accounts caused this transaction to take place. The Crown Advocate told the jury that the defendant was not being tried for stealing a copper cent of exchange, but he also said that the matter of exchange was important to his case. The Crown appeared to have little confidence in the exchange charge, and that charge was dropped. The prosecution had not made any allowance for loss on exchange, while the system Mr. Wright instituted for keeping a record of that was a perfectly accurate system. He had to deal with various currencies, and wanted to be able to evolve a system of keeping accounts in one currency, and did evolve a very clever system by which all his exchanges should, properly speaking, be a bank transaction. Counsel submitted that the accounts had not been properly audited, and that the case against the accused had been very largely supported by evidence of abrogation. Some of it had been put before the jury as fairly as it might have been. The prosecution made out that the defendant was going away because he knew there was going to be an audit of the accounts. As a matter of fact he did know about the audit, but he announced his intention of departing openly. Other evidence called to show that he must have run away because the things in his list were picked up, and it took Counsel a little time to get the answer from Mr. Grove in cross-examination that there might have been another reason, and that reason was because the defendant had to remove to Tungshan. The defendant was said to be absconding on account of \$9,000, whereas he left debts and assets in Canton which greatly exceeded that amount. Mr. Douglas submitted that it would have been much more satisfactory to everyone if a telegram had been sent to the British Consul-General at Shanghai requesting him to ask Mr. Wright to return and explain. Then, if defalcations were found, he could have been charged with larceny, embezzlement, or whatever was necessary. The more issue the jury had to try was determined on the question of intention—intention to defend the Chinese Government of money. To have that charge made out, the jury ought to be satisfied that there was, beyond any doubt, a shortage of money, and to prove that shortage they had to be satisfied with reference to the question of exchange on which the prosecution put the loss as high as \$27,000.

The Crown had not shown how the defendant actually took the money on exchange. It had to come out of one or other of the bank accounts, and had to come out by cheque, and they had not found those cheques. Mr. Butler Wright was a man of great experience, having 30 years' railway service, and he was in receipt of over \$600 a year and allowances. As he stated, he had a wife and six children at home. The jury were asked to say that for the sake of \$9,000, which he was able to pay back, he absconded from Canton, threw over, after 30 years' service, the billet he had, as well as his wife and children, and decided to become an outcast and fugitive from justice. A defaulting accountant would have gone to another place under an assumed name, and could never have written the bank to draw the accounts which the defendant had left behind. If the jury were satisfied in their minds that the defendant's statement was true when he said he believed he put the accounts in order, then Counsel submitted that he was entitled to acquittal. They had to be satisfied that a criminal offence had been committed. The defendant was not being tried on a civil action for breach of agreement and duties. It was a very much more serious charge, and conviction meant ruin and in all probability imprisonment. It meant ruin to him and his family, but of course they were factors in weighing up the evidence. They had to give full weight to that and Counsel's arguments, in deciding whether the man was guilty or not, and if they had any reasonable doubt, the prisoner was entitled to the benefit of it. What they had to try was not criminal offence, but criminal intention, and the intention of a man could only be gathered from the facts put before them. Counsel submitted that the jury must find that there was no intention on the part of the accused, and that he was entitled to acquittal.

His Lordship, in directing the jury, said they had listened so carefully, and patiently to the facts, and they were, as business men and merchants, so well qualified to decide them that it was unnecessary for him to deal with them at any length. He would simply confine himself to pointing out the law which governed the offence, and also one or two important facts. Before he did that, however, he wished to impress upon them the great necessity of eliminating from their minds any fact they may have heard which had not been proved at the trial. Anything they had been told, or anything they read in the newspapers, which had not been told at the trial, they must dismiss from their minds and decide the case simply from the facts heard during the last three and a half days. The three charges were exactly of the same kind. In each the Crown accused the defendant of having fraudulently misappropriated certain sums of money. The essence of the fraudulent misappropriation was not, as Mr. Douglas had stated, intention. It was wrongfully converting to one's own use money which had been entrusted to a person. If a man who was given money to take care of, instead of doing that used it for his own purposes, that man was guilty of fraudulent misappropriation. The Crown therefore had to prove in this case, first, that the accused was entrusted with certain monies to be used for the requirements of the railway. They had also to prove that he used this money or part of it for his own benefit. It was clear from the evidence of His Excellency the Managing Director, and also from the whole history of the accounts and the position held by Mr. Butler Wright, that he was entrusted with monies which he put in the International Bank, and they heard from the evidence of the chief engineer, and would see from the total of the pass book and the accounts, that those monies in the International Bank were for the use of the railway. It was also clear that the accused on three occasions removed money from the railway accounts in the International Bank to his own account. Therefore he was in possession of certain money which belonged to the railway funds, and had committed the offence with which he was charged. It seemed to His Lordship that the Crown had proved all that was necessary. What, then, was the defence? The prisoner's defence was that he thought he was entitled to mix his private money with the railway money, and that he was entitled to draw monies from the railway accounts as long as he put them back. It had been held as hundreds and hundreds of times that it was no defence for a man to take money entrusted to him and use it for himself, simply because he meant at some time or other to put it back. Nearly every unfortunate clerk or fortune teller solicitor one saw in the Old Bailey took money honestly with the intention of paying it back. But they could not pay it back at the time, and they were not able to pay it back before the time came when the whole matter came out. First of all, this man Wright, although the money was borrowed as far back as September, 1908, did not, even on his own showing, attempt to pay back till June. The defendant may have, after a certain time, paid back some monies, but he did not inform anybody that he was using railway money, and he did not keep any slip or record of the amounts used. Neither did he, so far as one could ascertain at the trial, take any one of the monies back, but he took this money, have a substantial sum in the bank at his own credit. He had talked about his patent medicine, and also said he had a sum of money. It was only right His Lordship should point out that there was evidence about this valuable patent medicine, and it was really for the sake of the railway money that he got these ample means to pay the railway money back. It was not so according to his pass book. With regard to the accused leaving the Shummen, one could not tell where he was going. He might have been going to Shanghai or Japan; no one knew. Anyhow, at a most important

time, when the whole of the accounts were to be audited, he did not tell the sub-accountant what he had been doing with the money, nor did he try to explain. Instead he shipped away to Shanghai, and was going to Japan, where he would have been out of the jurisdiction of the Court. In all these circumstances it seemed to His Lordship that it would be very difficult to come to any other conclusion than that the accused used the money of the railway because he had not sufficient money of his own. Of course, it was for the jury to decide, and if they came to this conclusion they were bound to find the prisoner guilty. If he took the money from the railway without permission, and could not put that money back, he was guilty of embezzlement. The jury were then asked to consider their verdict.

They retired, and after an absence of forty-five minutes, returned into Court, and on reply to the Judge's clerk, Mr. Rosser, announced that they had agreed upon their verdict.

They found the prisoner guilty on all three counts, and the Foreman handed a written slip of paper to the Judge.

His Lordship, after perusing it, said he was not sure that it was quite in order, but he would read it. The slip read—"The jury are of opinion that great negligence has been shown by the general managers for the Corporation in not being aware that large sums of money were drawn from the Hongkong and Shanghai Bank and passed into other bank accounts which were operated upon solely by the defendant. Had an audit been taken half-yearly the present case might have been averted."

The Crown Advocate passed up to his Lordship a letter which he had received on Friday, and which, in the circumstances, he thought his Lordship should see. The letter was not read aloud.

Mr. Douglas then informed His Lordship that as the prisoner had been found guilty it was the Judge's duty to pass sentence. Counsel asked His Lordship to take into consideration the fact that the prisoner was an old man of fifty-five, and that he would have to serve the sentence imposed under conditions which would be exceedingly trying to a man in his position.

His Lordship—William Butler Wright, you have been found guilty by this jury of unlawfully and fraudulently misappropriating three specific sums of money. The law always regards that as a serious offence, and it is more serious in your case because you have been specially chosen as an Englishman to defend that offence, and have been found guilty. After making allowance for what your Counsel has said of the trying climate in which the sentence will have to be served, I cannot do less than pass sentence of two years' hard labour.

Prisoner, who appeared quite calm when sentence was passed on him, was then removed from the Court.

The Crown Advocate applied for the restoration to the railway of the property seized when defendant was arrested, and stated that he thought it his duty to mention that under an Order-in-Council the prisoner could be ordered to pay the costs of the prosecution. There was about \$5,000 in the hands of the Court.

His Lordship (to Mr. Douglas)—If you like to consider the point there is no necessity to argue it now.

Mr. Douglas—The money should be sent to the man's family.

It was decided that the application should be heard later at Shanghai.

His Lordship—Gentlemen of the jury, you have listened patiently to this case and given it every attention, and I think it is only right that you should get some sort of recompense. You will be exempted from serving on a jury in this place for the next three years.

The prisoner was brought to Hongkong on Saturday night by the steamer *Kishan*, and imprisoned in Victoria Gaol.

THE CIRCUS.

The period of the stay of Harmon's Circus in Hongkong is drawing to a close, so it behoves all who have not seen the excellent performance provided by this combination to lose no time in paying the tent at West Point a visit. To-night there will be a second change of programme, and to-morrow evening there will be a local amateur riding competition, limited to six entries, for a trophy presented by the Circus.

On Friday there will be a complimentary benefit to the veteran manager of Harmon's, Colonel Bob Love, and no doubt there will be a crowded tent to bid adieu to the old soldier. Another attraction that night will be a high jump contest for local ponies and riders, the winner of which will be presented with a trophy by Madame Harmon Love. For this event the tent will be open for practice from 6.45 to 7.45 p.m. from to-day so that the ponies may get used to jumping in the lights.

IMPORT AND EXPORT OF LIQUOR.

The undersigned places in the Colony are specified by His Excellency the Governor as places into which dutiable liquors and denatured spirits may be imported—

1. The place where the road from Sha Tau Kok to Shek Chung An crosses the Chinese frontier.

2. The end in British Territory of the bridge between Lo Fong and the Lo Shu Ling blockhouse.

3. The landing place in British Territory of the Lo Fu Ferry.

4. The landing place in British Territory of the Lok Ma Chau Ferry.

The following places are specified as places from which dutiable liquors and denatured spirits may be exported—

1. The place where the road from Sha Tau Kok to Shek Chung An crosses the Chinese frontier.

2. The end in British Territory of the bridge between Lo Fong and the Lo Shu Ling blockhouse.

3. The landing place in British Territory of the Lo Fu Ferry.

4. The landing place in British Territory of the Lok Ma Chau Ferry.

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HONGKONG GYMKHANA CL. B. FIFTH MEETING.

After a week's postponement the fifth meeting was held on Saturday afternoon and proved even more successful than its predecessors. This is perhaps explained by the novel features introduced and the agreeable nature of the weather. The Batts Band played delightful selections in the course of the afternoon, and among the visitors was H.E. the Governor who was received by Mr. H. P. White. The events were very interesting and the results were by no means as anticipated. The biggest dividend paid by the pari-mutuel was \$67.10 on Greyback in the fourth event.

The officials of the meeting were: Patron: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lushington, C.B.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Rear-Admiral H. Lyon, R.N. Hon. W. J. Gresson, Committee: The Stewards of the Hongkong Jockey Club. (Ex-Officio). The Hon. Mr. F. H. May, C.M.G., Messrs J. Johnston, J. A. Jupp, H. P. White, G. K. Hall, Brinton, John Paterson and Major W. A. Eaton, Judges; Mr. J. A. Jupp and Major W. A. Eaton, Handicappers; Messrs. H. P. White and J. A. Jupp, Clerks of the scales; Mr. H. J. Gedgo, Starter; Mr. Marcus Slade and Starter; Mr. M. S. Sassoon, Time Keeper; Mr. C. Gordon Mackie, Hon. Sec. and Treasurer.

GYMKHANA STAKES.—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 10 st. 5 lbs. Winners of an open Griffin race 5 lbs. extra. Non-winning Subscription Griffins allowed 5 lbs. Jockeys who have won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the Season for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points or a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd Prize: \$25. (Half entrance fees to go to winner.)

Hon. Mr. W. J. Gresson's Garth, 156 lbs. 5 lbs. allowance (Mr. Mackie) 1
Mr. John Johnston's Hertzbalt, 151 lbs. 5 lbs. over (Owner) 2
Mr. Blank's Greyback, 146 lbs. (Mr. Dupre) 3
Mr. Dryad's Best Friend, 151 lbs. 0
Mr. Sol's The Tortoise (late Strabmill) 145 lbs. (Owner) 0

Penalty of 5 lbs. * Penalty of 15 lbs. * Allowance of 5 lbs.

Points awarded up to date are as follows:—
Garth 13
Triad 12
Best Friend 4
Sportman 1

Greyback scored the best of an indifferent start. Garth being left at the post. Greyback held the lead for some time, until Garth, passing Hertzbalt and The Tortoise, obtained second place. This order was maintained till the home straight was reached and then Garth overtook Greyback and a fine struggle resulted Garth obtaining the verdict by a neck from Hertzbalt. Time 2m 11 sec. Parimutuel, \$16.28, Cash sweeps, \$129.15, \$36.90, \$18.45.

FIVE FURLONG HANDICAP.—For all ponies which have run at this season's Gymkhana and have not been placed first or second. Entrance fee \$5. 1st Prize: Presented by Officers of the Garrison. 2nd Prize: \$25 (Entrance fees to go to winner.)

Mr. C. E. Anton's Dunkery, 154 lbs. 1 lb. 0
Mr. L. K. Leeson's Soudan (late Fortar), 146 lbs. 1 lb. overweight (Owner) 0
Major H. Findlay's Polo Stick, 145 lbs. (Mr. Seale) 0
Mr. Slater's Pioneer (late Talcott), 143 lbs. (Owner) 0
Commodore H. Lyon's Cavalier, 140 lbs. (Owner) 0
Mr. Blank's White Heather, 140 lbs. (Mr. W. S. Dupre) 0

A field of six faced the starter, and a fine race, ended in White Heather beating the favourite by a comfortable margin. Soudan led at the start from Pioneer who however passed into first place at the village. Dunkery who brought up the rear, now came up strong and took third place. In the straight White Heather got well to the front and made

(Continued on page 5)

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
With Water in Reinsurance
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
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Authorized Capital £2,000,000
Subscribed Capital £1,250,000
Paid-up Capital £1,250,000
The Underwritten AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
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Agents,
Hongkong, 14th August, 1909. (1908)

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.
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NEW DOCK NOW OPEN.
DOCK NO. 3.

Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 564
Width of Entrance on Bottom... 584
Water on Blocks at Spring Tide... 44

DOCK NO. 1.
Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 64

DOCK NO. 2.
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

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Telegrams: "Labuan-Labuan."
BRADLEY & CO., Agents
Hongkong, 12th August, 1909. (1064)

HONGKONG GYMKHANA CLUB.

(Continued from page 3)

It is impossible for Danbury to draw level, while Polo Stick tried hard for second place but without success. Time 1:20.15. Parimutuel, \$10.10. Cash sweeps, \$254.60, \$75.60, \$37.81.

AUNT SALLY RACE-Dolls to be placed at intervals across the course. Gentlemen to start mounted opposite Judge's box. On given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point, when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Post Entrances fee \$2.00. 1st and 2nd Prizes Presented by Hongkong Gymkhana Club.

MISS LYON-Major Findlay
Mrs. Eaton-Mr. Mackie
Mrs. Gresson-Mr. Johnston
Mrs. Wren-Mr. Brier
Mrs. Jupp-Mr. Dupree
Mrs. Ponfild-Mr. Moore

This proved most amusing, as the ladies found the sticks awkward to throw, and required a good number of tries before they could knock a doll down. Cash sweeps \$308.70 \$88.20 \$44.10.

ONE-AND-A-QUARTER MILES HANDICAP-For all China Ponies. Entrance fee \$5. First Prize: Cup Presented: 2nd Prize: \$5. (Entrance fees to go to winner.)

Mr. Blank's Greyback, 144 lbs.

Hon. Mr. W. J. Gresson's Lammerston, 150 lbs (Mr. Johnston)

Hon. Mr. F. May's Astral, 161 lbs (owner)

Mr. M. M. Brier's Toddes (late Phoenix), 143 lbs (Mr. Dupree)

Mr. Sed's The Tortoise (late Strathmill), 145 lbs 10 lbs overweight (owner)

Messrs. Leck and Moore's Sportsman, 144 lbs (Mr. Moore)

Mr. H. G. Moore's Tamsy, 145 lbs overweight (Mr. Brier)

Toddles got away at the start with Lammerston in close attendance and Astral last, but Greyback took second place near the football stand. Going uphill, Astral rode through the field, Greyback, Toddles, and Sportsman forming the van. A spirited run took place in the straight. Astral looked like winning but Greyback obtained the honours after a neck and neck struggle with Lammerston. Time 2m. 20s. Parimutuel \$57.19. Cash sweeps \$59.45 \$128.70, \$66.35.

DISTANCE HANDICAP-ONE-AND-A-QUARTER MILES. Entrance fee \$3. 1st Prize: Presented by the Hongkong Gymkhana Club. 2nd Prize: \$25.

Commodore Lyon's Circus Pony-Mollie, 350 yards (owner)

Mr. Leck's Chobette's China Pony-Lyemum, 15 yards (Mr. Johnston)

Mr. Brier's China Pony-Ben Boy, 75 yards (owner)

Mr. E. C. Norman's China Pony-Whitebait, 40 yards (Mr. Gill)

Mr. K. K.'s China Pony-Highland Heather, 45 yards (owner)

Mr. Blank's China Pony-White Heather, 55 yards (Mr. Leander)

Mr. Slater's China Pony-Kajal, 75 yards (owner)

Commodore Lyon's Circus Pony-Prince, 475 yards (Mr. May)

Mr. E. Jones' Hugh's Donkey-Minotaur, 800 yards (Mr. Mackie)

Mr. Dupree's Baby Elephant-Mick, 800 (Mr. Dupree)

This event was extremely amusing. Dupree looked very doubtful about mounting the elephant and when he was raised to its back he found the seat anything but comfortable, and when the elephant began to trumpet people wondered what was led to its starting place and the race commenced. The Hon. Mr. May provoked smiles as he rode his small mount, and Mackie caused no little laughter as he emerged on the back of a donkey. Lyemum was hot favourite but his handicap was too great and he just failed to snatch the honours which went to Commodore Lyon on the circus pony Mollie. Time 2m. 12s. Parimutuel \$16.40. Cash sweeps \$472.50, \$135.00, \$67.50.

LOCAL SPORT.

RESULTS AT A GLANCE.

FOOTBALL LEAGUE.
H. K. CLUB 0 R. G. A. 4
Nash (2) Crump (2)

BUFFS 3
Brewster (2) Taylor (1) R. E. 1
Ormond (1)

NAVAL YARD 0
Kowloon 19. Brown (4) Wilkie (1)

CRICKET LEAGUE.
R. G. A. 111 Kowloon 19.

FRIENDLY.
B. Coy. Buffs 115. Kowloon 2nd XI 79.
K. Boys 83. The Rest 74.

Mr. Turner's XI 138. Mr. Pearce's XI 119.

FOOTBALL.
R. E. V. BUFFS.

This match was played on the Military Ground on Saturday before a large number of spectators, who further amused themselves by going over to see the finish of the Gymkhana races. The teams were-Buffs, Black, Ruler and Bartlett; Doro, Wren and Tampest; Fitzpatrick and Drew; Taylor; Brewster and Barker.

R. E. McGregor, Cully and Morrish; Jackson, McCroory and Lamb; Parley and Manney; Taylor; Le Grove and Ormond.
The sappers kicked off facing the Gap, but did not get far before they had to return to their own half. The Buffs seemed to be all over their less nimble opponents, and gave the sappers no chance to settle down. Brewster was early conspicuous and tried McGregor time after time, eventually finding the net with a shot when the game had been about 10 minutes in progress. Morrish and Cully were giving the Buffs outside men a lot of trouble, and McCroory shadowed Taylor, but even then Brewster again managed to score from a ball which had already been saved by McGregor.

From the kickoff Parlow got the ball and taking it well up, centred to Ormond who headed the ball past Black into the net.
Again the sappers took up the play, but were forced back, and Taylor giving McCroory the slip beat McGregor with a low shot. Half time arrived with the score Buffs 3, R. E. 1.

The second half was very evenly contested, each team in turn having tries to score. With a little more go in the sapper forward line, and less individuality, a draw might easily have been the result. Towards the finish Parlow put in some fine footwork, but receiving no support, his centres were useless. No further scoring taking place the game ended in a well deserved win for the league champions by three goals to one.

The Buffs team on the whole justified their selection and unless it was Brewster, none calls for special commendation, as from start to finish they worked like one man.

The R. E. were well served by their defence, Morrish and McGregor being best. With the exception of Parlow the forwards have all been seen to better advantage.

HONGKONG CLUB V. R.G.A.

This game was played on Saturday afternoon in the presence of a fairly good attendance of spectators. The teams were:
H. K. J. Clarke, E. F. Annett and A. Gregory. Dan Chapman, E. C. Barlow and W. Ironsides. F. C. Carroll and W. M. Weston. A. W. Whitmarsh. W. Manning and J. D. Danby. R. G. A. Beasley, Oxley and Waters. Walker, Weaver and Hewitt; Crump and Anzell; Waite; Nash and Bellis.

The club won the toss and Weston decided to play with the sun behind him in the first half. Waite set the ball in motion and Nash taking up the pass carried it up to Clarke who had some difficulty in clearing. The gunners continued to press and with a perfect understanding between the forward line they gave the club defence a hot ten minutes. From a kickoff Manning gave Danby a good pass, and he passed the ball to Weston who with a grand not tested Beasley. Carroll then by a splendid individual effort carried the ball to the goal and just grazed the upright on the wrong side, with Beasley best by the wide.

The kickoff gave Bellis a chance to carry the ball into the club territory, where a bombardment of the goal resulted in Clarke coming out on top every time. Believing the pressure ironsides played the ball right in front of his opponent's goal but with no one near, Beasley had no difficulty in clearing. A splendid kick by Oxley kicked the ball well up the field where Annett finding to clear with the sun in his eyes miskicked, letting Nash in, and he beat Clarke with a well placed shot. The club forwards tried hard to equalise, but with no result. Half-time came with the score R. A. 1, H. K. 0.

At the restart it was evident the home team meant business and playing for all they were worth might with a little luck have equalised. Manning on one occasion put the ball wide when he was in a good position with Beasley snookered. With 15 minutes to go the strain was beginning to tell on the club players and Crump scoring two goals in quick succession put the result beyond doubt. Nash added a fourth and with the gunners pressing the whistle sounded for time with the final score R. A. 4, H. K. 0.

The Club were unfortunate in having to turn out without McCubbin who is on the injured list, and Aitchison. On the other hand they are fortunate in having such a large number of useful players to fall back on.

The R. G. A. had the same team on the field as served them so well last Saturday, and on this occasion every player acquitted himself favourably.

Best men for the winners were, Waters, Nash and Anzell.
For the losers Clarke was star, Annett and Carroll; next and the others good but for the want of the necessary staying power.

Verdict: The gunners were the better team all round and deserved to win, but they were very lucky to win by a four goal margin.

NAVAL YARD V. KOWLOON.

This match took place on the Naval ground on Saturday afternoon. The teams were as follows:-Kowloon:- Foulkes, Allua and Van Ginkel; Storrie and Lapsley; Mead and Wilkie; Brown; Morris and Bradley. Naval Yard:- Howell; J. C. Jonghim and Coombes; Thomas; Pascoe and Haines; Crowley and Wilcox; Taylor; Meers and Harding.

In the opening stages of the game both teams were playing strongly, but neither could gain any advantage. Mead with an individual effort nearly best Howells who was very lucky to effect a save at the expense of a corner. The yardmen had a look in for a few minutes, but no better result attended their effort. The Kowloon team then took the game in hand and from a pass from Mead, Brown in a good position had no difficulty in beating Howells for the first goal of the match. Following this success up Brown scored two more in quick succession and no further scoring taking place before the interval, the teams changed ends with the scores three all in favour of Kowloon. The second half was all in favour of the visitors and they had no difficulty in adding to their score Wilkie with the fourth and Brown with the fifth.

The Yardmen have not started any too well but cannot expect to do any better until some new blood is introduced, as some of their present team do not come up to the required standard for first division football.

Kowloon are improving with practice and there is every likelihood of their giving a good account of themselves before long.

LEAGUE TABLE.

Goals Points.
Buffs 2 2 0 0 11 1 4
R. G. A. 2 2 0 0 8 2 4
Kowloon 2 1 1 0 5 4 2
R. E. 2 1 0 1 2 4 1
H. K. Club 2 0 1 1 1 5 1
Naval Yard 2 0 2 2 0 13 0

LEAGUE CRICKET.

R. G. A. V. KOWLOON.

Kowloon were visitors at Happy Valley on Saturday, but were far from comfortable, and a only wicket was most effective. Scores:-

KOWLOON.
Mackenzie, b. Garnett 3
Mead, b. Garnett 3
Choe, b. Garnett, at Stewart 2
Brewer, b. Garnett, at Stewart 2
Gregory, b. Garnett 2
Day, run out 0
Robinson (capt) b. Garnett 0
Wessner, b. Garnett, at Stewart 0
Sinton, b. Garnett, c. Chapman 1
Mason, not out 1
Ford, b. Garnett, c. Stewart 0

R. G. A.
Beasley, b. Ford 29
Feller, b. Brewster 8
Chapman, b. Brewster 18
Crawford, b. Brewster, c. Barton 6
Bagnall, b. Ford, c. Brewster 6
Owen, b. Ford 23
Logan, b. Ford 6
Chapman, run out 5
Fitzgerald, run out 3
Swatton, b. Ford, c. Day 6
Garnett, c. and b. Ford 1
Extras 1

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"B" CO. V. KOWLOON 2ND XI.

This match was played at Kowloon on Saturday afternoon in a win for the soldiers by 47 runs. Scores:-

"B" CO. MEN.
Dixon, b. Curvan 8
Wharton, b. Goldsmith 8
Marchant, b. Somerville, c. Kirby 19
Hills, b. Curvan 1
Shepherd, b. Somerville, c. Kirby 5
Smith, b. Goldsmith 13
Cpl. Hills, b. Curvan 10
Watts, b. Curvan 1

84-2

Gregory, b. Somerville, c. Douglas 1
Ogilvie, not out 16
Extras 10
Total 100

KOWLOON 2ND XI.
Douglas, not out 12
Kirby, b. Hills 12
Feller, b. Dixon 4
Somerville, b. c. Gregory 3
Goldsmith, b. Hills, c. Marchant 2
Curvan, b. Marchant, c. Smith 2
Marchant, c. Dixon 2
Mason, b. Marchant, c. Wharton 1
Shroff, b. Marchant, c. Wharton 1
Bourne, b. Marchant, c. Wharton 1
Extras 1

Total 59

HONGKONG C. C.

An interesting game was played on Saturday afternoon between teams captained by Mr. Pearce and Mr. Turner. Scores:-

MR. TURNER'S FIRST XI.
Capt. H. H. C. Bald, c. Oliver, b. Waterhouse 43
R. E. H. Oliver, R. N. c. Young, b. Bird 15
A. A. Claxton, c. Anderson, b. Fowler 17
W. C. D. Turner, c. Waterhouse, b. Fowler 1
Fowler 28
R. O. Hutchison, c. Fowler, b. Wedd 28
O. V. Lanning, c. Green, b. Bird 0
W. M. Carroon, c. Oliver, b. Bird 0
W. E. L. Shekton, c. Oliver, b. Bird 0
A. H. Young, c. and b. Fowler 13
C. E. Shields, b. Pearce 7
B. Irving, not out 6
Extras 10

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BOWLING ANALYSIS.

R. E. O. Bird 12 0 0 16 3
T. E. Pearce 5 0 16 1
E. A. Waterhouse 5 2 3 18 3
W. Waterhouse 5 6 40 1
F. C. D. Turner 4 0 0 0 1
L. B. F. Wedd 3 1 8 1

MR. PEARCE'S FIRST XI.

H. H. Makin, c. and b. Bald 0
E. W. Day, c. Hutchison, b. Bald 19
C. E. Oliver, R. N. c. Green, b. Bald 0
E. A. Edwards, c. Lanning, b. Bald 6
F. C. D. Turner, c. Bald, b. Oliver 16
L. H. W. Green, b. Oliver 20
E. A. Fowler, b. Oliver 20
T. E. Pearce, run out 27
W. M. Carroon, b. Oliver 0
L. B. F. Wedd, c. Claxton, b. Oliver 15
R. E. O. Bird, not out 7
Extras 4

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BOWLING ANALYSIS.

Capt. H. H. C. Bald 12 0 0 16 4
C. E. Shields 5 1 22 3
R. E. H. Oliver 6 1 12 3
A. A. Claxton 4 1 18 0

HONGKONG BOYS V. "THE REST."

This match was played on the Craigcroft ground on Saturday and resulted as follows:-

HONGKONG BOYS.
J. D. Norris, c. Lamport, b. Pestonji 8
B. Phillips, c. Pestonji, and Pestonji 4
S. E. Green, c. Bask, b. Lamport 17
F. C. D. Turner, c. Bask, b. Lamport 16
N. H. Vireash, not out 16
W. Warren, c. Pestonji 2
E. Battiswara, b. Pestonji 8
H. H. Lamport, b. Pestonji 1
Hesper, b. Lamport 1
G. A. Hancock, absent 0
Extras 4

Total 83

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SHIPPING.

ARRIVALS.
AMERICA, German str., 5,143, E. Deinat, 17th October—Woonung 13th Oct., General—Hamburg-Amerika Linie.
AMIGO, German str., 822, H. Frandsen, 15th Oct.—Manila 14th Oct., General—Jensen & Co.
ANNU, British str., 1,335, J. B. Harris, 17th Oct.—Shanghai 14th October, General—Butterfield & Swire.
BEN THUY, French str., 326, Hello, 16th Oct.—Haiphong 13th October, General—Jardine, Matheson & Co.
CHIPPING, British str., 1,199, F. Mooney, 17th Oct.—Tientsin 10th, Chefoo 11th, Weihaiwei 12th October, General—Jardine, Matheson & Co.
CHORON MARU, Japanese str., 1,301, Y. Ishikawa, 17th Oct.—Swatow 16th Oct., General—Osaka Shosen Kaisha.
COBLENZ, German str., 1,869, H. Raegenner, 16th October—Sydney 23rd September and Manila 13th October, General—Melchers & Co.
DAIJIN MARU, Jap. str., 899, Y. Kaburaki, 17th Oct.—Swatow 16th Oct., Tas. & Cebu Shosen Kaisha.
FAUSANG, British str., 1,450, H. S. Malkin, 16th October—Tegal 8th October, Sugar—Jardine, Matheson & Co.
GLADWIN, British str., 3,924, J. Melhauch, 15th October—Shanghai 13th October, General—Butterfield & Swire.
HAUTAN, British str., 1,185, J. S. Roach, 17th October—Swatow 16th Oct., General—Douglas, LaPraik & Co.
HALDIA, Norwegian str., 1,064, G. Salberg, 17th Oct.—Bangkok 10th October, Rice—China Steam S.N. Co.
HANGCHOW, British str., 999, G. Mawley, 16th October—Chefoo 11th October, General—Butterfield & Swire.
HONGKONG MARU, Japanese str., 3,447, S. Togo, 16th October—Mojji 12th October, General—Toyo Kisen Kaisha.
HUGHOW, British str., 16th Oct.—Canton.
KANST, British str., 16th Oct.—Canton.
KURANGA, British str., 16th Oct.—Canton.
KWANGLOH, Chinese str., 1,369, W. H. Lunt, 17th October—Shanghai 14th October, General—C. M. S. N. Co.
KWONGHANG, British str., 16th Oct.—Canton.
LYNDHURST, British str., 2,244, Parnell, 16th October—Canton 15th October, Ballast—Swanland Oil Co.
VICTORIA, Swedish str., 985, Thor Eckert, 15th October—Haiphong 13th Oct., Rice and General—Chinese.
WUHU, British str., 16th Oct.—Canton.

DEPARTURES.

16th October.
ANNU, British str., for Saigon.
BENAVON, British str., for Nagasaki.
DEPRESS of JAPAN, Brit. str., for Shanghai.
HAIVARD, Norwegian str., for Hoihow.
HIMALAYA, British str., for Europe, &c.
HOANGHO, German str., for Newchwang.
HONGHONG, British str., for Amoy.
KWONGHANG, British str., for Canton.
MANCHURIA, American str., for Shanghai.
NAMUR, British str., for Singapore.
NICOMEDIA, German str., for Hamburg.
TUBI, British str., for Manila.
SADO MARU, Japanese str., for Kobe.
 17th October.
PUYAN MARU, Japanese str., for Swatow.
CHENAN, British str., for Shanghai.
CHURILL, British str., for Hongkong.
CORLEZ, German str., for Yokohama.
FORUBA MARU, Jap. str., for Wakamatsu.
HAIMAN, British str., for Swatow.
HUARY, German str., for Canton.
KIUKANG, British str., for Amoy.
KWANGLOH, Chinese str., for Shanghai.
MANDARIN MARU, Jap. str., for Miko.
RAJABUR, German str., for Swatow.
SINGAN, British str., for Hoihow.

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	---	F. N. Rivers, R.N.R.	P. & O. S. N. Co.	On 20th inst., at 5 P.M.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	---	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
LONDON, &c., via USUAL PORTS OF CALL	DELI	Brit. str.	---	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Knaebel	HAMBURG-AMERICA LINE	On 1st Nov.
HAYBE, ANTWERP & HAMBURG, &c.	AMERICA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	To-day.
HAYBE & HAMBURG VIA STRAITS, &c.	BELOAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 6th Nov.
MARSEILLES, LONDON & HULL	SILESIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINE	On 15th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SENECY	Fre. str.	---	H. C. Norris	MARSEILLES MARITIMES	On 26th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GLAMORGANSHIRE	Brit. str.	---	J. Dring	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	---	T. Harrison	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PEKING	Dan. str.	---	T. Murai	MELCHERS & Co.	Middle of Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	---	C. Dowers	NIPPON YUSEN KAISHA	On 10th Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	---	B. Colol	NIPPON YUSEN KAISHA	About 20th inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	LUZON	Ger. str.	---	Turnbull	MELCHERS & Co.	On 20th inst., at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	AUSTRIA	Aus. str.	---	Lorenzen	SANDER, WIEBER & Co.	About 25th inst.
TRIESTE, &c., via SINGAPORE, &c.	COULSDON	Brit. str.	---	F. W. Davies	ARNHOLD, KARBURG & Co.	On 30th inst.
NEW YORK	GAZEE	Brit. str.	---	M. Hagino	DODWELL & Co., Ltd.	About 13th Nov.
BOSTON & NEW YORK	ATHOLL	Brit. str.	---	K. Kawara	DODWELL & Co., Ltd.	To-morrow.
BOSTON & NEW YORK	ALBENGA	Ger. str.	---	E. R. Hutchinson	DODWELL & Co., Ltd.	About 22nd inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	OCEANO	Brit. str.	2 m.	T. Sekine	CANADIAN PACIFIC R. Co.	On 21st inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPRESS OF CHINA	Brit. str.	1 m.	H. Raegenner	CANADIAN PACIFIC R. Co.	On 5th Nov., at 6 P.M.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	MONTEAGLE	Brit. str.	---	G. W. Eidy	CANADIAN PACIFIC R. Co.	On 21st Nov., at Noon.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KAGA MARU	Jap. str.	---	M. Yagi	NIPPON YUSEN KAISHA	On 9th Nov., at Noon.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	SHINANO MARU	Jap. str.	---	A. Christensen	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	ETZPATRICK	Brit. str.	---	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
TACOMA VIA SHANGHAI & JAPAN	HONGKONG MARU	Jap. str.	---	Jurriance	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	YAWATA MARU	Jap. str.	---	H. E. Maklin	NIPPON YUSEN KAISHA	On 5th Nov., at D'light
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	1 m.	F. Mooney	MELCHERS & Co.	On 5th Nov., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	---	E. Forsyth	NIPPON YUSEN KAISHA	On 26th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	---	F. Wheeler	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	---	P. Gresh	NIPPON YUSEN KAISHA	On 30th inst., at D'light
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	---	Schwinghammer	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
KOBE & YOKOHAMA	TYLWONG	Brit. str.	---	H. W. Kenrick, R.N.R.	JAVA-CHINA-JAPAN LINE	Quick despatch.
NEWCHWANG	FAUSANG	Brit. str.	---	Guionnet	JAVA-CHINA-JAPAN LINE	On 21st inst., at D'light
TIENSIN, WEIHWAI & CHEFOO	CHINGHONG	Brit. str.	---	J. C. Richards	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 4 P.M.
WEIHWAI, CHEFOO & TIENSIN	HUGHOW	Brit. str.	1 m.	P. J. van Emmerick	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	DEVANHA	Brit. str.	---	P. H. Rolfe	BUTTERFIELD & SWIRE	About 29th inst.
SHANGHAI, YOKOHAMA & KOBE	CHINA	Aus. str.	k. w.	R. Rodger	SANDER, WIEBER & Co.	To-morrow, P.M.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Ger. str.	k. w.	F. Sambill	HAMBURG-AMERICA LINE	On 20th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	1 m.	F. Pado	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	1 m.	E. J. Tadd	MELCHERS & Co.	On 21st inst., at 4 P.M.
SHANGHAI	ANNU	Brit. str.	k. w.	Pander	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	Ger. str.	k. w.		HAMBURG-AMERICA LINE	About 23rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	Fre. str.	---		P. & O. S. N. Co.	On 25th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	ARMAND BEHIO	Fre. str.	---		MESSAGERIES MARITIMES	On 29th inst.
SHANGHAI, MOJI & KOBE	MOYORI MARU	Jap. str.	---		NIPPON YUSEN KAISHA	On 5th Nov., at 3 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Dan. str.	---		JARDINE, MATHESON & Co., Ltd.	On 10th Nov.
SHANGHAI, YOKOHAMA & KOBE	THILAVAP	Dan. str.	---		MELCHERS & Co.	Quick despatch.
TAMUI VIA SWATOW & AMOY	DAIIN MARU	Jap. str.	---		JAVA-CHINA-JAPAN LINE	To-morrow, at 10 A.M.
AMOI, MANILA, CEBU & HOLL	KAIFONG	Brit. str.	1 m.		OSAKA SHOBEN KAISHA	To-morrow, at Midnight
SWATOW, AMOI & FOCHOW	HAITAN	Brit. str.	2 h.		BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SWATOW, AMOI & FOCHOW	HAIVANG	Brit. str.	2 h.		DOUGLAS LAPELAK & Co.	On 22nd inst., at 10 A.M.
MANILA	TAMING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
MANILA	YUENSANG	Brit. str.	---		JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 4 P.M.
MANILA	ZABRO	Brit. str.	---		SHEWAN TOMES & Co.	On 23rd inst., at Noon.
MANILA	LOONGSANG	Brit. str.	---		JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
MANILA	RUBI	Ger. str.	---		SHEWAN, TOMES & Co.	On 30th inst., at Noon.
KUDAT & SANDAKAN	BORNEO	Jap. str.	---		MELCHERS & Co.	Middle of Oct.
BOMBAY VIA SINGAPORE & COLOMBO	CYLON MARU	Jap. str.	---		NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	---		JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	THIRANAS	Dut. str.	---		JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SENEILL	18th October
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW" Capt. C. DEWERS	Wed., 20th Oct., at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINCESS ALICE" Capt. F. GROSCH	About Wed., 20th October
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENNER	Friday, 5th Nov., at D'light

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 8th October, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OCEANO	4,657	F. W. Davies	On 21st October
KUMERIC	6,232	J. Mathis	On 18th November
ATYMERIO	4,363	J. Boyd	On 16th December
SVERIC	6,232	S. Shotton	On 13th January
OCEANO	4,657	F. W. Davies	On 10th February

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & Co., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 16th October, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO" Capt. Guionnet	On 25th Oct., P.M.
MARSEILLES VIA PORTS	"SYDNEY" Capt. Costa	On 26th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 8th Nov., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Bourge	On 9th Nov., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPORIN, AGENT,
 Queen's Building,
 Hongkong, 13th October, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong	From Quebec, or St. John, N.B.
"EMPRESS OF CHINA" Sat., 6th Nov.	"EMPRESS OF BRITAIN" Fri., 3rd Dec.
"MONTEAGLE" Sunday, 21st Nov.	"EMPRESS OF BRITAIN" Fri., 31st Dec.
"EMPRESS OF INDIA" Sat., 4th Dec.	"ALLAN LINE" Friday, 28th Jan.
"EMPRESS OF JAPAN" Sat., 1st Jan.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC or ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £74 10s. Intermediate (on Steamers) "243" "245"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Paddar Street and Pnyra, opposite Blake Pier.

VESSELS ON THE BERTH

STEAM TO LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO PORT SAID AND MARSEILLES.

THE Peninsular and Oriental Steam Navigation Company's Steamship
"CEYLON."
 Captain F. N. RIVERS, R.N.R., will leave for the above places on or about 20th October.

SALOON FARE, £38.10, including Surtax.
 For Freight and Passage, apply to
E. A. HEWETT,
 Superintendent,
 Hongkong, 5th October, 1909. [1279]

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship
"OCEANO."
 FROM HONGKONG.
 On THURSDAY, 21st OCTOBER.
 FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the
KUMERIC ... 18th November.
ATYMERIO ... 16th December.
SVERIC ... 1910, 15th January.
OCEANO ... 10th February.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.
 Hongkong, 8th October, 1909. [1297]

DAMPFSCHIFFS-BHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR BOSTON AND NEW YORK (With Liberty to Call at Malabar Coast).

THE Steamship
"ALBENGA"
 Captain Lorenzen, will be despatched as above on or about the 22nd inst.

For Freight apply to
CARLOWITZ & Co.,
 Agents,
 Hongkong, 6th October, 1909. [1291]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRASSIA, to RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
"AUSTRIA"
 Captain Colol, will be despatched as above on or about the 25th October.

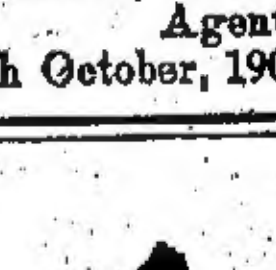
This Steamer has splendid accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight, apply to
SANDER, WIEBER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 28th September, 1909. [3]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship
"COULSDON"
 Capt. Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct., 1909.

For Freight apply to
ARNHOLD, KARBURG & Co.,
 Agents,
 Hongkong, 4th October, 1909. [1275]



MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.)

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	CEYLON Capt. H. N. Rivers, R.N.R.	5 P.M., 20th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. H. W. Kenrick, R.N.R.	About 23rd Oct.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell, R.N.R.	About 29th Oct.	Freight and Passage.
LONDON via USUAL PORTS DELHI OF CALCUTTA	DELHI Capt. G. W. Gordon, R.N.R.	Nov. 30th	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th October, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 19th Oct. Midnight
MANILA	"TAMING"	On 19th Oct. 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 19th Oct. 4 P.M.
SHANGHAI	"ANHUI"	On 21st Oct. 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.

For Freight or Passage apply to—
HONGKONG, 18th October, 1909.

BUTTERFIELD & SWIRE,
AGENTS

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN", Capt. J. S. Roach	SWATOW, AMOI and FOOCHOW.	TUESDAY, 19th Oct., at 10 A.M.
"HAIYANG", Capt. A. E. Hodgins	SWATOW, AMOI and FOOCHOW.	FRIDAY, 22nd Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th October, 1909.

10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 10th November.
MARSHALLS, HAVRE, COPENHAGEN, GOTHENBURG and BALTIMORE	"PEKING"	Middle of November.
MARSHALLS, HAVRE, COPENHAGEN, GOTHENBURG and BALTIMORE	"CANTON"	Middle of December.

For Further Particulars apply to
Hongkong, 16th October, 1909.

MELOHRS & CO.,
AGENTS.

6

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KONGSANG"	Wednesday, 24th Oct. Daylight
NEWCHANG	"FAUSANG"	Thursday, 25th Oct. Daylight
TIENTSIN, WEIHAIWEI & CHEFOO	"CHIHSHING"	Friday, 26th Oct. 4 P.M.
MANILA	"YUENSANG"	Friday, 22nd Oct. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 23rd Oct. 2 P.M.
MANILA	"LOONGSANG"	Friday, 23rd Oct. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	5th Nov. 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchawang. Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 18th October, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 23rd Oct. Noon.
RUBI	2540	E. W. Almond	Manila	On 30th Oct. Noon.

For Freight or Passage apply to
HONGKONG, 18th October, 1909.

SHEWAN, TOMES & Co.,
General Managers.

14

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA	FOR HAVRE, ANTWERP & HAMBURG
S.S. SILESIA ... 19th Oct.	S.S. AMBRIA ... 18th Oct.
S.S. BRISGAVIA ... 21st Oct.	
S.S. SILVIA ... 1st Nov.	FOR ANTWERP & HAMBURG
S.S. SUEVIA ... 17th Nov.	S.S. LIBERIA ... 1st Nov.
S.S. SENEGAMBIA ... 18th Nov.	
S.S. SITHONIA ... 1st Dec.	FOR HAVRE & HAMBURG
S.S. SCANDIA ... 10th Dec.	S.S. BELGRAVIA ... 6th Nov.
S.S. BRASILA ... 15th Dec.	
S.S. SEGOVIA ... 23rd Dec.	FOR HAVRE & HAMBURG
	S.S. SILESIA ... 15th Nov.

Further Particulars, apply to—
HONGKONG, 16th October, 1909.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

12

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU ... 6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU ... 5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU ... 6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to
HONGKONG, 16th September, 1909.

K. MATSUDA, Manager.
TOYO KISEN KAISHA, York Building.

1462

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID	HAKATA MARU, Capt. J. Deing	6,500	WED. DAY, 27th Oct., at Daylight.
YOKOHAMA, via SINGAPORE, PENANG, COLOMBO, PORT SAID	IYO MARU, Capt. T. Harrison	6,500	WED. DAY, 10th Nov., at Daylight.
YOKOHAMA, via SINGAPORE, PENANG, COLOMBO, PORT SAID	KAGA MARU, Capt. M. Hagiwara	8,000	TUESDAY, 9th Nov., at Noon.
YOKOHAMA, via SINGAPORE, PENANG, COLOMBO, PORT SAID	SHINANO MARU, Capt. K. Kawara	6,500	TUESDAY, 7th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekine	5,000	FRIDAY, 29th Oct., at Noon.
M. JI, KOBE and YOKO.	HIRANO MARU, Capt. H. Fraser	9,000	FRIDAY, 22nd Oct., at Noon.
BOMBAY via SINGAPORE, COLOMBO	CEYLON MARU, Capt. Fred. Payne	6,400	MO. DAY, 24th Oct., at Noon.
KOBE and YOKOHAMA	NICKO MARU, Capt. M. Yagi	6,000	TUESDAY, 26th Oct., at Noon.
SHANGHAI, MOJI and KOBE	MOYORI MARU, Capt. J. C. Richards	4,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	BINGO MARU, Capt. A. Christiansen	6,500	SATURDAY, 30th Oct., at Daylight.

§ Fitted with New System of Wireless Telegraphy. † Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE CO'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU (Capt. T. MURAI) - About Wed. 20th Oct.
KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.
HIRANO MARU - (Capt. H. FRASER) - About Wed. 15th Dec.
KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER. [15-33]

HONGKONG, 24th September, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East: 16, DES VEXES ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILIWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIPANAS	SHANGHAI	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAPAN	Second half of Oct.	JAVA	First half of Nov.
TJIMAH	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIKINI	JAVA	Second half of Nov.	JAPAN	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 16th October, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via SHANGHAI, MOJI, KOBE and YOKO.	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KUBURAKI	TUESDAY, 19th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,
MANAGER

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (Plymouth 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANITUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MAEMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd £43.8 £72.12

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA ... 6600	January about 26	March about 12
* SUMATRA ... 4600	February 9	March 26
* NYANZA ... 6700	February 23	April 9
* SUNDA ... 4670	March 23	May 7
* MALTA ... 6060	April 20	June 4
* SARDINIA ... 6870	May 4	June 18
* NORE ... 6700	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE. £83.10 RETURN.

2nd £33.10 £57.4

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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POST OFFICE NOTICE

Mails from EUROPE VIA SIBERIA	Date of Despatch from London	Date due in Hongkong	Vessels
28th September	To-morrow	Luzon	

The Princess Alice with the German mail of the 22nd September, left Singapore on Friday, the 15th inst., at 10 a.m., and may be expected here on or about to-morrow, at noon.

FOR	PER	DATE
Moji, Kobe, Yokohama and Portland	Rygiu	Monday, 18th, 11.00 A.M.
Manila, Cebu and Hongkong	Sui Tai	Monday, 18th, 1.15 P.M.
Amoy, Swatow, Hongkong and Shanghai	Kaifong	Monday, 18th, 5.00 P.M.
Shanghai, Amoy and Hongkong	Kaifong	Monday, 18th, 9.00 A.M.
Shanghai, Amoy and Hongkong	Amoy	Tuesday, 19th, 11.00 A.M.
Shanghai, Amoy and Hongkong	Amoy	Tuesday, 19th, 1.15 P.M.
Shanghai, Amoy and Hongkong	Amoy	Tuesday, 19th, 2.00 P.M.
Shanghai, Amoy and Hongkong	Amoy	Tuesday, 19th, 2.00 P.M.
Shanghai, Amoy and Hongkong	Amoy	Tuesday, 19th, 2.00 P.M.
Shanghai, Amoy and Hongkong	Amoy	Tuesday, 19th, 2.00 P.M.



SAMPLES

ON

APPLICATION.



"CAPSTAN" MIXTURE

A Unique Smoking Mixture.

Let those smoke now who never smoked before,
And those who always smoked—now smoke the more.

IN THREE STRENGTHS:—MILD, MEDIUM & FULL.

SOLD EVERYWHERE.



NOTICES TO CONSIGNEES.

S.S. "TOURANE"
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF Cargo from London or S.S. "Dordogne," "Medoc," and "Matapan" from Havre ex ss. "Antiparis" from Bordeaux ex ss. "Verbeekmoes" and "Ville de Bordeaux" in connection with above Steamers are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 11th inst., at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 18th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPAGNE, Agent.

Hongkong, 11th October, 1909. [2]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"BREGONSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th inst., at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined, at 9.30 a.m. on the 19th inst. No Claims will be admitted after delivery of cargo has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

Optional goods will be carried on unless instructions are given to the contrary before Steamer's arrival.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th October, 1909. [1305]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Steamer's arrival.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 14th October, 1909. [1312]

SWEDISH EAST ASIATIC CO. LTD.

GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"PEKING"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 22nd inst., at 9.30 a.m.

All claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 15th October, 1909. [6]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO."

FROM PACOMA, VANCOUVER, TOKO, HAMA, KORE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 12th October, 1909. [8]

THE COMPANY'S STEAMSHIP

"DELHI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, ex ss. "Macedonia."

From Calcutta, ex ss. "Pera."

From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 20th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 14th October, 1909. [1]

THE COMPANY'S STEAMSHIP

"GLENLOGAN."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 18th inst., at 11 a.m.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & CO., Agents.

Hongkong, 11th October, 1909. [1302]

JOINT STOCK SHARES.

Hongkong, Oct. 16th.

STOCKS PAID UP QUOTATIONS

Banks—

Hongkong & Shanghai 125 1005, sales

National B. of China 20 105, buyers

Bank of China 12/6d 10

China-Borneo Co. 12 113, sellers

China Light & P. Co. 10 16, sellers

China Provident 10 15.50, sellers

Cotton Mills—

Ewo Cotton S. & W. 50 114, buyers

Hongkong C. S. Co. 10 104, sellers

International 10 114, buyers

Laos Kung Mow 10 114, buyers

Soyabean 10 114, buyers

Dairy Farm Co. 10 114, buyers

Docks & Wharves—

H. & K. Wharf & G. 50 104, buyers

H. & W. Dock 50 104, buyers

New Amoy Dock 50 104, buyers

Shanghai Dock and 100 104, buyers

Eng. Co., Ltd. 10 104, buyers

Shai & H. Wharf 10 104, buyers

Fenwick & Co., Geo. 10 104, buyers

G. Island Cement Co. 10 104, buyers

Hongkong & C. Co. 10 104, buyers

Hongkong Electric 10 104, buyers

Hongkong Hotel Co. 10 104, buyers

Hongkong Ice Co. 10 104, buyers

H'kong Rope M. Co. 10 104, buyers

Land and Buildings—

Hongkong Land 10 104, buyers

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saiho Maru" (2877 tons each) as follows:—

NORTH-BOUND.

Leave—Shanghai (Steamer) ... Thursday, Saturday or Sunday

Arrive—Dairen ... Monday or Tuesday

Ar.—Mukden ... 11 a.m.

Ar.—Mukden ... 6.50 p.m.

Ar.—Mukden ... 9.15 p.m.

Ar.—Changchun ... 5 a.m.

Ar.—Harbin (Russian Train) ... 6.55 a.m.

Ar.—Harbin ... 3 p.m.

Connecting at Harbin with State Express for Moscow.

Wagon-Lite for Moscow.

State Express for St. Petersburg.

Wagon-Lite for Moscow.

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Wagon-Lite for Moscow.

TO-MORROW.

Ordinary Annual Meeting, The Dairy Farm Co., Ltd., 12.30 p.m.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

October 16th.

ON LONDON—

Telegraphic Transfer 1.84

Bank Bills, on demand 1.84

Bank Bills, at 30 days sight 1.84

Bank Bills, at 4 months sight 1.84

Credits, at 4 months sight 1.84

Documentary Bills 4 months sight 1.84

ON PARIS—

Bank Bills, on demand 218

Credits, at 4 months sight 222

ON GERMANY—

On demand 177

ON NEW YORK—

Bank Bills, on demand 42

Credits, at 60 days sight 43

ON BOMBAY—